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Susanne Guyer Executive Director

Executive Director Federal Regulatory Policy Issues

NYNEX

September 12, 1996

Ex Parte

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ISEP 1 2 1996

Mr. William F. Caton Acting Secretary Federal Communications Commission Room 222 1919 M Street, NW Washington, DC 20554

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF SECRETARY

RE: CC Docket 96-45 Universal Service

Dear Mr. Caton:

On September 11, Mr. Tom Tauke, Mr. Don Evans, Mr. Frank Gumper, and I, representing NYNEX, met with Chairman Reed Hundt, members of his staff, members of the Common Carrier Bureau and members of the Office of Plans and Policy. The purpose of the meeting was to present NYNEX's analysis and positions in the abovementioned proceeding.

The attached charts were used during the meeting.

Manne Duyer (m. 4)

Sincerely,

cc:

R. Hundt

J. Nakahata

J. Farrell

R. Pepper

E. Maxwell

G. Keenev

L. Atlas

K. Levitz

R. Metzger

G. Rosston

R. Lerner

D. Slotten

Attachment

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NYNEX Recycles

NYNEX Proposal for Universal Service and Access Reform

Post 96-98 Interconnection Order

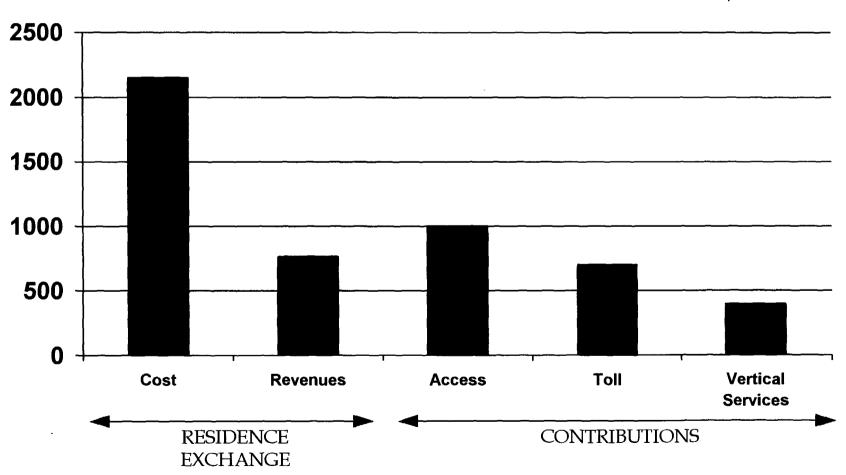
September 11, 1996

What is the Problem?

- Current system of massive cross subsidies is incompatible with the Act and FCC Interconnection Order
- Historical use of separations process to support local rates needs to be addressed.
- FCC Interconnection Order requires rapid action.



Existing Universal Service Support System





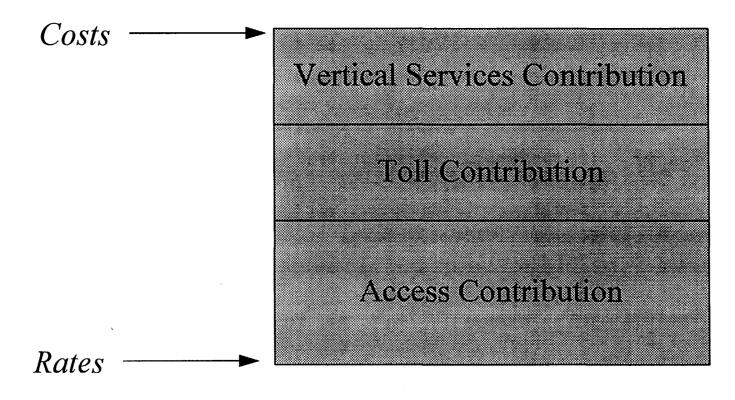
What Do We Mean by Actual Costs?

Actual costs include:

- NYNEX's current expenses of running its network and providing service
- Depreciation
- Taxes
- Interest on debt
- Cost of equity capital



Existing Instrastate Contributions to Residence Exchange Service



FCC policy adopting TELRIC potentially erodes these contributions.



Relationship Between Existing Interstate Access Rates and TELRIC Rates

Existing Rate **Universal Service Support** Separations Policy **Depreciation Policy Actual Costs of Providing** Access Above TELRIC TELRIC Rate



Percent Costs Allocated to Interstate Jurisdiction

STATES:

New York: 27.1%

Massachuestts: 27.3%

New Hampshire: 31.4%

Vermont: 30.1%

Maine: 27.5%

Rhode Island: 27.8%

NYNEX: 27.4%

RBOCS:

Ameritech: 24.0%

Bell Atlantic: 27.8%

Bell South: 24.7%

PacBell: 22.1%

SBC: 25.7%

USWest: 27.5%

NATIONAL AVERAGE: 25.7%



One Solution: Fix Separations and Push Costs Back to Intrastate Jurisdiction

- Lengthy process
- Contentious compounds State problem
- Doesn't address mandate of the Act to make subsidies explicit
- Don't have time: Universal Service deadline 5/8/97; Interconnection deadline is 7/1/97



Universal Service Should Cover

- Residence exchange
- Local usage (100-150 calls)
- Touch-Tone service
- Access to E911
- Access to Operator Services
- Access to Directory Assistance



What Should Universal Service Funding Cover?

- Primary residence lines
- Second lines?
- Second homes?
- Business lines?



Universal Service Funding is Portable

- Eligible carrier can be any carrier who serves area with either their own facilities or through resale of LEC facilities.
- Funding for a particular customer goes to the primary carrier, that uses its own facilities or unbundled elements, as determined by the customer.
- Resale of subsidized service would not qualify carrier for funding for that customer.
- Customer cannot obtain a subsidized line rate from another carrier (i.e., a second carrier providing service to the same customer).



Joint Board/FCC Establishes Affordability Rate

- 1% of median household income.
 - If data are available, adjust for regional cost of living variations.
- Need to use aggregated county data, not state data, to recognize significant variations of incomes within a State.
- Use targeted support for low income subscribers within the county.



Example: Why County, Not State?

	BCM2 Cost	1% Income
NYNEX New York Avg.	\$25.05	\$26.58
NYNEX New York		
NYC	18.03	24.72
Other Major Cities	24.18	33.76
Urban	26.29	30.72
Suburban	29.47	25.02
Rural	42.74	20.52

Note:

BCM2 not true TSLRIC Model.

Median Income of zones based upon county data.



What Does Affordability Imply Where Costs are Higher?

- State regulators address intrastate shortfall.
- FCC addresses interstate shortfall.



Actual Costs Form the Only Equitable Basis for Establishing Universal Service Support

However, if:

- a) Court upholds the FCC, and
- b) FCC intends to continue the use of TELRIC; then NYNEX proposes the following process for Price Cap companies:



Joint Board/ FCC Establish Cost of Universal Service

State Approved TSLRIC Study

or

Nationwide Proxy Model until State Commission Approves Study



Necessary Linkage between TSLRIC and TELRIC Network Elements

TSLRIC = TELRIC plus Retail Costs

a) TELRIC =

Loop

Port

Local Switching (100-150 Calls)

Transport and Terminating Access

Access to E911, Operator Services

and Directory Assistance

b) Retail Costs =

State Approved \$ per line to

Cover Customer Care Costs.



There is Important Linkage Between Unbundled Network Elements and USF Support:

Geographical Deaveraging Must be the Same.



USF Interstate Funding Urban Example

Affordability x Separations Factor

 $(30.72 \times .27 = \$8.33)$

TSLRIC x Separations Factor

 $(26.29 \times .27 = $7.12)$

Interstate USF

End User Interstate Charge

(\$3.50)



USF Interstate Funding Rural Example

TSLRIC x Separations Factor

 $(42.74 \times .271 = $11.58)$

Affordability x Separations Factor $(20.52 \times .27 = \$5.56)$

Interstate USF

End User Interstate Charge

(\$3.50)



The Options:

- Jurisdictional funds (Federal and State)
- National fund covers total intrastate and interstate
 - Fund size large
 - Significant burden on interstate carriers
 - National fund uses interstate revenues of interstate carriers as base



If Joint Board/FCC pursues total national fund, then USF revenues should be split based upon percentage of interstate access to the combination of inter- and intrastate access, intrastate toll and vertical services.

PERCENT SPLIT OF USF

	Intrastate	Interstate
NYNEX	54%	46%
New York	54%	46%
Massachusetts	55%	45%
Vermont	53%	47%
New Hampshire	50%	50%
Maine	70%	30%
Rhode Island	40%	60%



Use of USF Monies

Increased USF monies should be used to reduce interstate access charges (e.g., CCL, RIC, Local Switching)

and

Intrastate access charges, toll and vertical services



Allocating and Collecting USF

To be competitively neutral, allocation and collection of USF must be linked.

A plan that places an unequal burden on retail customers of different companies

IS NOT

a competitively neutral mechanism.

